

OKC-0792
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10 OCT 1960

MEMORANDUM FOR : The Record
SUBJECT : Weight Status - JT11D-20A Engine
REFERENCE : (a) Memorandum OKC-0792,
dated 9 August 1960, subject as above

1. This report is intended to present subject weight status as of 20 September 1960 and is based upon the writer's visit to Pratt & Whitney Florida facilities on 22, 23, 28 and 29 September 1960.

2. Attachment 1 presents a revised breakdown of the current weight estimate for the JT11D-20A engine. Changes since the release of the last weight status memorandum (reference a) are indicated by quotation marks on the attachment.

a. The YJT11D-20A engine dry weight per specification 3967B is 5637 lbs.

b. The JT11D-20A engine bill of material currently reflects a dry weight of 5880.2 lbs.

c. A total of 30 weight reduction changes have been incorporated into the bill of material since the release of reference a memorandum. These 30 weight reduction changes together with other nonweight reduction changes and revised estimates resulting from initial design release reflect a net weight reduction of 231.8 lbs.

d. Fifteen changes reflecting a potential weight reduction of 70.6 lbs. have been added for consideration under categories 1, 2, and 3.

DOCUMENT NO. _____
NO CHANGE IN CLASS. ☒
ID CLASSIFIED
CLASS. CHANGED BY: TS S G
REVIEWED BY: _____ 2011
AUTH: HQ 10-1
DATE: 11/2/82 REVIEWER: 064540

SECRET

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e. Summary of Attachment 1:

	<u>Weight (lbs)</u>	<u>Cumulative Changes Relative to "T" Eng. Spec. Wt. of 5657 lbs.</u>
Current Engine Estimate	5880.2	+223.2
Category 1 Changes Outstanding	-164.9	+ 58.3
Category 2 Changes Outstanding	- 95.6	- 37.3
Category 3 Changes Outstanding	- 3.0	- 40.3
Category 4 Changes Outstanding	-280.5	-320.6

f. The four categories of proposed changes remain as previously defined and are briefly outlined here for convenience:

- Cat. 1 : Design only required.
- Cat. 2 : Design and some test required.
- Cat. 3 : Design and much test required.
- Cat. 4 : Complex and costly - little chance of incorporation.

g. Changes shown as incorporated are those which are now reflected in the engine bill of material only. The actual hardware effectivity of these changes still depends upon lead time and manufacturing schedules.

3. The latest weight estimate as presented at the Supplier's Meeting on 23 September 1960 indicates that the engine bill of material will reflect the specification weight of 5657 lbs. in December 1960.

Development Branch
DPD-DB/P

25X1A

Attachment 1:

Considered Design Changes
Weight Reduction (Rev.B)

Distribution:

142-C/DB/DPD w/att
3-C/TAS/DPD w/att
145-DPD/DB w/att
6-DPD/RI w/ att